BY MAIL One Six Three One POSTAGE FAID Year Mos. Mos. Mos. Daily with Sunday ... \$6.00 \$3.00 \$1.50 \$.35 Emday edition only ... 2.00 1.00 \$50 \$.25 Waskly [Wednesday] ... 1.00 \$50 \$.25 ...

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MONDAY, MAY 31, 1909.

A MARYLAND EXPERT ON OYSTERS address before the National Associawhich have been discussed in Virginia for the last year and a half. The ere fact that Dr. Grave should have the men who are interested only shows the passing of the idea that the man who gathers oysters for a living

he dominant byster-producing State in bars with young oysters, questions of vast importance were effect of this occurrence:

natural means. The thousands of acres of natural bars which had been scraped clean of cysters and shells prior to 1906 remained barren at the end of the fruitful years of 1906 and 1907.

"Second, it has also proved to cystermen everywhere that a vast supply of wild cysters on the public cyster grounds is not the panacea to restore she once occupied among the producing States."

The research for this, as Dr. Grave

The reason for this, as Dr. Grave states it is "Maryland cannot hope back her lost trade until she can control her supply, and she Il she has developed a great industry n ovster culture."

of Virginia, and the statements of an and fairness as Dr. Grave, ought to

only can the oyster industries of Virginia and Maryland compete successfully with those of Connecticut and Rhode Island.

CREAMERIES AND MILK COWS. bilists who have appropriated public The creamery business bids fair to thoroughfares as their own speedways come one of the great industries of the State, but the well-wishers of this which the one extenuation was that new outlet for Virginia energy and they were not deliberate. So far as Virginia products should bear in mind regards precautions which the most at the creamery depends upon the ordinary common sense and proper cream and the cream upon the milk feeling would suggest, there has been cows. It is impossible to develop suc- little or nothing to say for them. Let cessful creameries until the farmers in the neighborhood are at least in postthe creameries. We are led to comment upon this obvious truth by a recent tent and impudently careless chaufletter from a valued correspondent. whose whole life is devoted to the upbuilding of Virginia's agricultural resources. Our correspondent points out is found in the recent passage of the

Dispaich cate that the strikers have wen practically everything they contended for. At least Senator Balley does not use a typewriter as his sole implement of

> belief that negroes can only on sufferance and must always forfeit

The South owes the negro

which blocks the negro's path to ar

honest livelihood is distinctly a step

PUNISHING A RECKLESS CHAUF-FEUR.

us hope that this conviction means a pause to the activities of this tribe

Public safety, with popular opinion

behind it, demands that the incompe-

feur be closely restricted. Yet a curious illustration of the strength of

the automobilist's view of his "rights"

The joy riders of America set a

One man's poison is another man's meat. Here is positively a heasiline which says "Aldrich's Position Com-mended." John Hays Hammond declines to be minister to China. Some will think that this looks queer from a man who was willing enough to be Vice-Presi-

The Columbia State evinces a desire to know what has become of Crazy Snake. A nowspaper which trifles with its luck in this wanton way would undoubtedly become a boat-rocker at tht first opportunity.

Why raise Cain about raising the

We sincerely trust that the excited bystanders down in the Peachtree State will not further complicate the situa-tion by going out after the negro chauffeur.

RAILWAYS OF THE WORLD.

A CANADIAN'S HOME.

A CANADIAN'S HOME.

Elight of Uncle Sam's Warships on Lakes Call for Protest.

The United States warship Mashville, 1,371 tons, has passed through Montreal on its way to the Great Lakes without attracting a great deal of attention. The fact remains that a very interesting situation to Canadians is emphasized by the passage of this warvessel. The sending of this warship is in direct violation of the agreement of 1818, which states that neither nation shall have more than three warships on the lakes, and these not to be over 100 tons each, and armed with one sighteen-pounder gun. There are now eight United States warships on the lakes—the Yantic, the Hawk, Dorothea, Essex, Ferp, the San Juan de Austria (1,130 tons), the Sandoval. Besides these seven vessels, the Nashville. 1,371 tons, apparently a modern vessel, is now on her way to the lakes for the Illinois militia. She is 223 feet long, 28 feet beam on the waterline, draft 11 feet.

Thus the agreement has again been violated, by number of United States warships, by tonnage and armament, The armaments, of course, reach them by rall; yet, as Canada has not any war vessels on the Great Lakes, the United States with these eight vessels has the control of these waters. The matter would seem to be worthy of some attention by the Canadian government.—Montreal Standard.

Borrowed lingles.

BALLADE OF EXAMINATION TIME,

BALLADE OF EXAMINATION TIME,
Lot sadness thickens at the heart of men,
Yes, black robed sorrow once again is
here:
For now the dreaded time approaches when
The goose egg, darkly figurative sphere,
Rewards the subit bluffing of the year.
Wherefore, with earnest thought to yet
assoil
My eins if but in cram I persevere,
With grim reserve I burn the midnight oil;

I sit, fastlocked and sullen in my den,
Nor need have I disturbing raps to fear,
Outside there hangs a "Get Hence" from
my pen,
With sundry other words succinct and

oher
In ancient papers for back seasons ten,
Or hotes and marked cuffs and such
small deor,
The horses stand about me tfor on tier.
Alack, the time is wanting for the toil,
But till the morrow's ex-bell strike mine

With grim resolve I burn the midnight

tear, With grim resolve I burn the midnight John Edward Russell, in New York Herald.

MERELY JORING.

George III, was wondering how the apple got in the dumpling. "If an apple can get in, why not a Ger-man?" he cried. Herewith the royal reason gave way.-New York Bun,

"I want a piece of meat without any bone, fat or gristle," said the bride on her first marketing trip,
"Yes, madam," replied the butcher, "I Would you suggest that you take an egg."—Ladles' Home Journal.

Johnny—'Hooray!" Tommy—'What yes so bappy about?" Johnny—'I don't hafter so to school to-day!" Tommy—'Chee, y're lucky! Wy dontcher?" Johnny—'I gotta go to th' dentist'a an' have three teeth pulled!"—Cleveland Leader,

A Long Sentence.

"That's nothing. I know a man has been working the last six years one sentence."—Boston Transcript.

N the matter of tariff, however, the irreducible minimum doesn't appear to complicate things nearly so much as the irreducible maximum.—Indianapolis

Turkey has a lot of difficulty in ground its way out of the dark ages.—Chicago News.

A Boston umbrella dealer advertises tha "there is no tax on sunshine." We sup-pose that's intended for a bint to Lodge to insert a new paragraph in the tarin' bill.—Rochester Herald;

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STATE PRESS

the portant influence in retaining in the farming districts the desirable elements who might otherwise drift into the towns and cities. As the price of farm lands depends on their product the towns and cities. As the price of farm lands depends on their product of the towns and cities. As the price of farm lands depends on their product of the towns and cities. As the price of farm lands depends on their product of the towns and cities. As the price of farm lands depends on their product of population empaged or desiring to empage on the comparison of the percentage of the comparison of the percentage of the improved roads in all states where the arrange of the improved roads in all states where the arrange of the improved roads in all states where the arrange of the improved roads in all states where the arrange of the improved roads in all states where the arrange of the product of the improved roads in all states where the arrange of the comparison of the percentage of the improved roads in all states where the arrange of the comparison of the percentage of the work of the total mileage.

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